

CHAPTER 22. CERTIFICATE AIRFRAME AND/OR POWERPLANT MECHANIC/ADDED RATING

SECTION 1. BACKGROUND

1. PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODES.

A. Maintenance: 3501/3508

B. Avionics: 5501/5508

C. Job Task Analysis (JTA): M3.1.22

3. OBJECTIVE. This chapter provides guidance for certificating applicants for mechanic certificates and ratings. All airworthiness or avionics inspectors who review these documents shall hold a mechanic certificate with both an Airframe and Powerplant (A&P) rating. Aviation Safety Technicians (AST) who review these documents shall hold a mechanic certificate with either an Airframe or Powerplant rating.

5. CERTIFICATION PROGRAM.

A. A recent FAA/military plan provides for military applicant certification integrity by completely specifying the applicant's military training and experience in a level of detail that exceeds the minimum standards set forth in Title 14 of the Code of Federal Regulations (14 CFR) part 65, § 65.77(b), Aviation Maintenance Technician Schools (AMTS). Furthermore, this training and/or experience must be certified by authorized persons in the applicant's branch of service and recorded on a military Experience and Training joint service form, CG-G-EAE-2, FAA Certification Performance of Job Tasks (see Figure 22-2). This form has been used by the U.S. Coast Guard to certify eligibility for A&P certification for many years and has now been adopted by the Department of Defense as a standard form used for personnel certification.

B. The appropriate office in each of the joint services will then use the data on the CG-G-EAE-2 form to issue CG-G-EAE-4, Certificate of Eligibility (see Figure 22-3), to each qualifying applicant. The applicant may then present the completed Certificate of Eligibility and the FAA Certification Performance of Job Tasks form to a Flight Standards District Office (FSDO) as evidence that he/she qualifies for testing

authorization under § 65.77. This certificate will serve the same qualification function as a Certificate of Completion or Graduation from a part 147 AMTS.

7. ELIGIBILITY REQUIREMENTS. Applicants for a mechanic certificate must meet the requirements of 14 CFR part 65, subparts A and D. (For the certification of foreign applicants physically located outside the United States as per § 65.3, see FAA Order 8300.10, Airworthiness Inspector's Handbook, vol. 2, ch. 23, Certificate Foreign Applicants Located Outside the United States for Mechanic Certificates/Ratings.)

A. All applicants must be at least 18 years of age. An applicant under 18 may take the tests, but no mechanic certificate will be issued until the applicant's 18th birthday.

B. All applicants must be able to read, write, speak, and understand English. See Advisory Circular (AC) 60-28, English Language Skill Standards Required by 14 CFR Parts 61, 63, and 65, which states for all certification testing, applicant will be required to read a section of a technical manual, and then write and explain their interpretation of the reading. (An appropriate technical manual in this sense means an airplane flight manual, a maintenance manual, or other publication as appropriate for the certificate or rating sought.)

NOTE: Part 65, § 65.71(a)(2) states that an applicant who does not meet this requirement and who is employed outside the United States by a U.S. air carrier will have the certificate endorsed "Valid only outside the U.S." (See vol. 2, ch. 23.)

C. Once the tests have begun, applicants must pass all the required tests within a 24-month period.

9. EXPERIENCE REQUIREMENTS. Section 65.77 requires the applicant to have practical experience in maintaining airframes and/or powerplants. At least 18 months of practical experience is required for the appropriate rating requested. For a certificate with both

ratings, the requirement is for at least 30 months experience concurrently performing the duties appropriate to both ratings. If the 30 months concurrently performing the duties appropriate to both ratings has not been met, then calculate each rating separately using the 18-month requirement for each.

A. The practical experience must provide the applicant with basic knowledge of and skills with the procedures, practices, materials, tools, machine tools, and equipment used in aircraft construction, alteration, maintenance, and inspection.

B. Experience gained from the military, work as an airframe or powerplant mechanic or work on an experimental amateur-built aircraft will be evaluated on its own merits to determine whether it fulfills the experience requirements. When evaluating military experience, inspectors are not to accept Military Occupational Specialty (MOS) or Air Force Specialty Codes (AFSC) “carte blanche” as qualifications to accepting experience of § 65.77. Even though the MOS suggest authorization for either the airframe, powerplant, or both the A&P certificates, the inspector will only endorse FAA Form 8610-2, Airman Certificate and/or Rating Application, after ensuring, by a thorough interview and detailed review of records, that the person qualifies under § 65.77.

C. An applicant is not expected to be highly proficient in overhauls, major repairs, or major alterations in the minimum 18 months experience.

D. Powerplant tests will include questions and projects on propellers that must be completed successfully regardless of the applicant’s experience.

E. In evaluating part-time practical aviation mechanic experience, an equivalent of 18 months (or 30 months) based on a standard 40-hour work week is acceptable. The months need not be consecutive. A standard work week has 8 hours per day for 5 days per week, thus totaling 40 hours per week and approximately 160 hours per month.

F. For foreign applicants located in the United States, all of the requirements for a citizen of the United States apply. This includes applicants who come to the United States just to take the mechanic test. For those located outside the United States, refer to vol. 2, ch. 23. The following are types of documents that will be acceptable to establish the required record of time and experience:

(1) A detailed original statement from a foreign airworthiness authority of the country in which the experience was gained.

(2) A detailed statement from an advisor of the ICAO that will validate the applicant’s experience.

(3) If the foreign civil authority refuses to provide this information, the inspector will take appropriate action to determine that the experience is valid.

NOTE: Appropriate action is whatever the inspector deems appropriate to determine that the experience is valid, i.e., review supporting documentation presented to satisfy authorization, without expending an excessive amount of time or resources on behalf of the applicant.

(4) Foreign military experience is considered acceptable experience towards authorization to take the knowledge test based on the context of § 65.77. The applicant must present acceptable documentation from the foreign military or government substantiating the military work experience. Review AC 65-11, Airframe and Power Plant Mechanics Certification Information, for guidance.

NOTE: If the applicant shows only foreign military work experience on aircraft that are not manufactured to U.S. standards, that is not an issue; the experience still has to meet the requirements of § 65.77.

G. *Evaluation of Experience.* Applicants who have not graduated from an FAA-approved AMTS must present documents from an employer, co-worker, or other sources satisfactory to the Administrator to establish the required record of time and experience.

(1) Applicants will document a proportionate amount of experience directly applicable to the certificate and ratings sought. The applicant must have verifiable experience in 50 percent of the subject areas listed for the rating sought (see 14 CFR part 147, appendix B, C, and D) in order to be found eligible.

(2) The FAA inspector must evaluate the documents submitted to determine the applicants’ eligibility for a test authorization.

(3) There is no expiration for this eligibility.

H. Applicants who have not graduated from an FAA-approved AMTS and are applying based on military experience must prove that their military

aviation experience, gained in 50 percent of subject areas, meets the requirements of part 147.

(1) To help speed the review process, the applicant may supply the following documentation to the FAA:

(a) A positive form of picture identification, such as a driver's license, passport, or military I.D.

(b) A properly completed Form DD-214, which lists the total time in service and the MOS codes the applicant was assigned (for current MOS codes, see Figure 22-1).

(c) A letter from the applicant's executive officer, maintenance officer, or classification officer that certifies the applicant's length of military service, the amount of time the applicant worked in each MOS, the make and model of aircraft and/or engine on which the applicant acquired the practical experience, and where the experience was obtained.

(d) Training records showing the type of aviation schools the applicant attended and/or a record of on-the-job training. Active duty Air Force, selective guard, and reserve are eligible for a transcript.

(2) Time spent in training or in a MOS for supervision and/or inspection will not be counted toward the 18 or 30 months of practical experience required in § 65.77. Only actual hands-on experience is acceptable.

(3) The U.S. military AMT program permits military applicants to be granted authorization to take the Airframe and Powerplant (A&P) Knowledge Test upon presentation of a military Certificate of Eligibility (see Figure 22-3), and a military Experience/Training form.

(4) As required by the new process, each military participant will be provided by their branch of service with an individualized FAA Certification Performance of Job Tasks. Upon the completion of the program and validation of all signed tasks, an official Certificate of Eligibility will be issued by the participant's respective branch of service along with a signed copy of the FAA Certification Performance of Job Task.

(5) Sample copies of the FAA Certification and Performance of Job Task and the Certificate of Eligibility are located in Figures 22-2 and 22-3, respectively. On the certificate, the seal affixed in the lower right corner is gold in color and carries a raised

embossed stamp from the applicant's training organization.

(6) The military experience must be directly applicable to the certificate and ratings sought.

(7) There is no expiration for this eligibility.

(8) Applicants must be advised that the authorization to test is only valid for testing by Designated Mechanic Examiners (DME) who exercise privileges within the geographic area served by the FSDO where the authorization is granted. Should the applicant wish to test with a DME in another district, additional FAA approval will be required. The DME must gain permission from their FSDO/international field office by any written means to conduct a test for an applicant authorized in block 5 from an inspector from another geographical location.

11. ORAL AND PRACTICAL SKILL TEST PREREQUISITES. Applicants for a mechanic certificate and/or added rating(s) must meet the applicable knowledge and skill test requirements of part 65, § 65.79.

A. Applicants for the oral and practical tests must present a valid Aeronautical Center Form 8080-2 and/or a valid airman test report (with raised, embossed seal) from a Computer Test Center to show proof of successful completion of all sections of the knowledge test. Part 65, § 65.71 (a)(3) and (b) require that all of the prescribed tests, which include the knowledge, oral, and practical skill tests, be passed within a 24-month period.

(1) Graduates of an approved part 147 AMTS must complete two (2) originals of FAA Form 8610-2 when applying for oral and practical tests.

(2) Individuals applying based on civilian or military experience must present two (2) originals of FAA Form 8610-2, Airman Certificate and/or Rating Application, completed at the district office and signed in block 4 by the applicant and approved in block 5 by an airworthiness aviation safety inspector (ASI) who holds a mechanic certificate with an A&P.

B. Per part 65, § 65.80, when an AMTS student certificated under part 147 shows an FAA inspector that he/she has made satisfactory progress at the school and is prepared to take the oral and practical tests prescribed by § 65.79, that student may take those tests during the final subjects of his/her training.

(1) AMTSs must show that a student is in the final phase of training, has made satisfactory progress, and is prepared for the test. The authorized school

official will complete block 2E(1) and (2) of FAA Form 8610-2 before the oral and practical tests are administered. The reviewing ASI in the district office will fill out block 2F(1) through (4), ensuring that the expiration date is not later than the anticipated graduation date as shown in block 2F(2).

(2) In completing FAA Form 8610-2, the student will show the school's name and location, school certificate number, the student's curriculum, and the expected graduation date.

13. ORAL AND PRACTICAL SKILL TEST ADMINISTRATION.

A. FAA Order 8610.4, Aviation Mechanic Examiner Handbook, provides standardized procedures for conducting and processing mechanic oral and practical tests. This handbook must be used by inspectors and examiners conducting the tests to ensure a satisfactory standard of competency by applicants for mechanic certificates and ratings.

B. The only acceptable evidence of having passed a required oral or practical test is FAA Form 8610-2. In the "Results of Oral and Practical Tests" portion on the reverse side, the form must indicate either that the applicant has passed, with an expiration date, or that the applicant has failed, listing the questions and/or projects failed.

C. An applicant for a retest must first present a valid AC Form 8080-2 and/or a valid Airman Test Report (with raised, embossed seal) from a Computer Test Center, two (2) newly completed FAA Forms 8610-2, and the failed FAA Form 8610-2. If less than 30 days have passed since the last test, the applicant must present a letter from an appropriate source indicating additional instruction received in each subject previously failed. The letter of additional instruction should mention the minimum requirements for the person providing the training. That person must hold an airman certificate with at least the rating the applicant is testing for. The retest must cover all subject areas in the failed, incomplete, or expired section. However, applicants who apply for retest within 60 days to the same DME who gave the failed test may, at the option of the DME, be tested only in the subject areas failed, not completed, or that have expired.

D. Applicants for additional rating(s) who have passed the General section of the test need not retake the General section. Proof that the General section has been passed may be in the form of a current mechanic

certificate or FAA Form 8610-2 indicating that section had previously been passed.

15. CHANGE OF ADDRESS/NAME/GENDER/NATIONALITY.

A. Change of Address. The holder of an airman certificate issued under part 65 must notify the FAA in writing within 30 days after any change in permanent mailing address. AC Form 8060-55, Change of Address, can be used. Ensure directions or a map is furnished if a Post Office Box or Rural Route is used.

B. Change of Name or Gender. The application for change of name or gender on a certificate will be made by a letter signed by the certificate holder.

(1) The application must be accompanied by appropriate documents verifying the change, such as court order stating name or gender change, copy of marriage license, divorce decree, birth certificate, or other state-approved document upholding the name or gender change. Each document must conform to the laws of the state of residence.

(2) The applicant's current certificate should accompany the application. The applicant will be issued a temporary certificate to use while awaiting the changes.

C. Change of Nationality. The application for a change to nationality will be made by a letter signed by the certificate holder, or in the case of an added rating, by making new application. The application will indicate the name and location of the court, the date of naturalization, and the docket number. Under no circumstances will the Naturalization papers be copied.

D. Replacement of Certificate. An application for a replacement certificate is made by letter to the Department of Transportation, Federal Aviation Administration, Airman Certification Branch, P.O. Box 25802, Oklahoma City, Oklahoma 73125. The letter must:

(1) Contain the name in which the certificate was issued, the permanent mailing address (including zip code), social security number (if any), date and place of birth of the certificate holder, and any available information regarding the grade, number, and date of issue of the certificate and the ratings on it; and

(2) Be accompanied by a check or money order for \$2.00, made payable to the FAA.

NOTE: AC Form 8060-56, Application for Replacement of Lost or Destroyed Airman Certificate(s) and Knowledge Test Reports(s), is available on the internet at:
<http://registry.faa.gov/docs/8060-56.pdf>.

17. FALSIFICATION, FRAUDULENT REPRODUCTION, OR ALTERATION OF DOCUMENTS. Persons who falsify, fraudulently reproduce, or alter certificates or other documents required to support the issuance of a certificate are subject to suspension or revocation of any airman or ground instructor certificate held by that person. Applicants should also be reminded that Title 18 of the United States Code (18 U.S.C.) § 1001 applies, which states that whoever, in any matter within the jurisdiction of any department or agency of the United States, knowingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact, or makes any false, fictitious, or fraudulent statements or representations, or makes or uses any false writing or document knowing the same to contain false, fictitious, or fraudulent statements or entries, shall be fined under 18 U.S.C. or imprisoned, or both.

19. INELIGIBLE APPLICANTS.

A. An airman whose mechanic certificate is suspended or revoked may not apply for another rating during the period of suspension/revocation. The inspector must review the suspension/revocation order, which will specify any unique terms regarding its duration. An airman whose mechanic certificate is revoked may not reapply for that certificate for a period of up to one year after the date of revocation. The inspector must review the revocation order if that applicant attempts to apply before the one year has expired.

B. Part 65, § 65.12(a)(b) is grounds for denial of application of a certificate to any person convicted of a drug-related offense within the previous 12 months.

NOTE: Although § 65.12 is titled Offenses Involving Alcohol or Drugs, General Counsel has determined that § 65.12 does not cover alcohol-related convictions.

NOTE: A conviction that is under legal appeal is not considered a final conviction.

21. COMPETENCY EXAMINATIONS/ REEXAMINATIONS. Title 49 of the United States Code (49 U.S.C.), § 44709 (formerly Section 609 of the Federal Aviation Act of 1958) provides for reexamination.

A. An airman demonstrating questionable competency while exercising the privileges of the certificate and ratings may be reexamined.

(1) Inspectors must consider airman competency as a factor in the following:

- Complaint investigations
- Surveillance
- Unairworthy aircraft notice issuance
- Incident investigations
- Accident investigations
- Enforcement investigations
- Hearings, both formal and informal

(2) Questions of airman competency may arise from any source.

B. Based on the results of a reexamination, the FAA must approve, amend, suspend, or revoke the airman's certificate.

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SECTION 2. PROCEDURES

1. PREREQUISITES AND COORDINATION REQUIREMENTS.

A. Prerequisites:

- Knowledge of the regulatory requirements of part 65

B. Coordination. None.

3. REFERENCES, FORMS, AND JOB AIDS.

A. References (current editions):

- FAA Order 8080.6, Conduct of Airman Knowledge Tests
- FAA Order 8300.10, vol. 2, ch. 23, Certificate Foreign Applicants Located Outside the United States for Mechanic Certificates/Ratings
- FAA Order 8610.4, Aviation Mechanic Examiner Handbook
- AC 60-28, English Language Skill Standards Required by 14 CFR parts 61, 63, and 65
- AC 65-11, Airframe and Powerplant Mechanics Certification Information

B. Forms:

- FAA Form 8610-2, Airman Certificate and/or Rating Application
- Aeronautical Center Form, AC 8060-4, Temporary Airman Certificate
- Aeronautical Center Form, AC 8060-55, Change of Address
- Aeronautical Center Form, AC 8060-56, Application for Replacement of Lost or Destroyed Airman Certificate(s)
- Aeronautical Center Form, AC 8080-2, Airman Knowledge Test Report
- Computer Airman Test Report (with raised embossed seal)
- Test Planning Sheet

C. Job Aids:

- Figure 22-1, Military Occupational Specialty (MOS) Codes
- Figure 22-2, FAA Certification Performance of Job Tasks
- Figure 22-3, Certificate of Eligibility

5. PROCEDURES.

A. Review Application. The ASI will check the VIS and PTRS system to determine the status of any existing certificates and to determine if the applicant

has made previous attempts to obtain authorization for testing. If the PTRS indicates that the applicant may have been previously denied due to lack of qualification or knowledge, then further research should be performed prior to issuing an authorization. The results of the research should be entered in the PTRS comments section when the authorization or denial is recorded.

(1) If the applicant has previously held or currently holds an airman's certificate, check the Vital Information System (VIS). Obtain a copy of any suspension/revocation order for review. If the applicant is ineligible for a certificate/rating, return the application and take enforcement action under part 65, § 65.20, if appropriate.

(2) If the applicant is eligible, proceed with the certification.

B. Ensure that the Applicant Meets Requirements for Certificate/Rating.

(1) Ensure that the applicant has met the experience requirements. If the applicant is eligible for only one rating, ensure that FAA Form 8610-2 has a line through the rating that the applicant is not eligible for.

NOTE: See FAA Order 8610.4, appendix 1, for examples of completed FAA Form 8610-2.

(2) Determine if the applicant can read, write, speak, and understand English (see 14 CFR part 61 rewrite, effective 8/4/97).

(3) Verify that the applicant is at least 18 years old. If the applicant is under 18, explain that no certificate will be issued until the applicant's 18th birthday.

(4) *Field Office.*

(a) The applicant must present the Certificate of Eligibility, CG-G-EAA-4, picture identification, and Form CG-G-EAE-2. The inspector is not required to review or match MOS codes to the applicant's documentation.

(b) An airworthiness or avionics ASI who holds a mechanic certificate with an A&P rating will review the submitted items.

(c) Applicants must complete two original copies of FAA Form 8610-2, Airman Certificate and/or Rating Application, and sign block IV.

NOTE: Block III, Record of Experience, should reflect completion of the FAA Certification Performance of Job Tasks program.

(5) Inspector Tasks.

- (a) Return original to the applicant.*
- (b) Sign block V of FAA Form 8610-2.*
- (c) Enter PTRS Code (3501).*

NOTE: Military applicants may still be evaluated for authorization to take the mechanic knowledge test based on documented experience and MOS codes, as authorized in § 65.77.

C. Ensure that the Application for Oral and Practical Tests Includes Proof of Successful Completion of Applicable Knowledge Tests. Review FAA Form 8080-2 or an appropriate computer airman test report to ensure that all appropriate sections of the knowledge test have been passed within a 24-month period.

D. Ensure that Oral and Practical Tests Are Administered and Passed. If necessary, administer these tests to the applicant according to FAA Order 8610.4.

E. Review Oral and Practical Test Results. Verify that all applicable sections have been successfully completed within a 24-month period.

F. Emergency Replacement Certificates. In an emergency, a Temporary Airman Certificate may be issued to replace a lost or destroyed certificate.

(1) The following conditions must be met before issuing an emergency replacement certificate:

(a) The mechanic must show that an immediate replacement of the lost or destroyed certificate is necessary to start or continue employment.

(b) The mechanic must show that it is not possible or feasible to obtain a telegram according to part 65, § 65.16(d).

(c) The mechanic either must be known personally to the inspector or must present, in person, acceptable evidence of identity.

(d) Contact AFS-760 to confirm the validity and ratings of the lost or destroyed certificate.

(2) The temporary certificate issued will be marked clearly "EMERGENCY FIELD ISSUANCE"

and be limited to the reasonable time necessary for the mechanic to obtain a duplicate certificate from AFS-760. In no case shall the temporary certificate be issued for more than 60 days.

(3) An expired temporary certificate may be reissued provided the inspector contacts AFS-760 to determine why a permanent certificate has not been issued.

7. TASK OUTCOMES.

A. File PTRS Data Sheet.

B. Issue a Certificate/Added Rating, in Accordance with Instructions in Order 8610.4.

(1) Temporary Certificate. After the applicant has met all the requirements for the certificate/rating successfully, issue FAA Form 8060-4, Temporary Airman Certificate. This form must be either typewritten or filled out in ink and signed by the issuing official and the applicant.

(a) Original Issuance. No original airman certificates will be issued with the Social Security Number (SSN) of the applicant. The applicant may still supply the number on the application, but it will not be used on the Temporary Airman Certificate. This has been effect since June 1, 2002. The word "pending" will always be used in the SSN Block.

NOTE: When an applicant does not have a SSN, as a foreign applicant, then the application will have the word "none" in the SSN Block. On the temporary, the word "pending" is used.

(b) Reissuance. The previously assigned certificate number will continue to be shown in block 3. If a social security number is provided, however, enter the number without dashes or spaces immediately above the applicant's date of birth. A certificate may be reissued when an airman requests that the certificate number correspond to the SSN.

(2) Fill out FAA Form 8610-2.

(a) When the applicant passes a section, check the "Pass" block and indicate the expiration date. Complete the "FAA Inspector Report" portion of FAA Form 8610-2. Sign the form with the office identifier and date.

NOTE: The inspector's signature in the FAA "Inspector's Report" block on the back of the application indicates that the form has only

been reviewed for completeness if “Examined the applicant’s papers” is checked. If the inspector actually gave the test, the “Personally Tested” block is checked. The signature is not an endorsement of the applicant’s eligibility.

(b) Give the applicant the other signed original of FAA Form 8610-2 with instructions to keep it until the permanent certificate is issued and received.

(3) *Make and submit to AFS-760 a file with the following:*

(a) A typewritten original, FAA Form 8060-4, signed by the issuing inspector/examiner.

(b) The original copy of FAA Form 8610-2. For retests, also send a copy of FAA Form 8610-2, signed in block 5, that originally authorized the test.

(c) AC Form 8080-2, Airman Knowledge Test Report or valid Computer Airman Test Report (with raised, embossed seal) from the Computer Test Center.

(d) A document certifying additional instruction, if the test was retaken within 30 days.

(e) AC Form 8060-1, Mechanic Certificate, when adding a rating.

(f) Test planning sheet required by FAA Order 8610.4. This planning sheet will be retained in the DME’s file in the FSDO in accordance with FAA Order 1350.15. The planning sheet should NOT be forwarded to AFS-760.

(g) Certification files will be sent to AFS-760 as soon as possible to permit the necessary review and processing to take place before the expiration of the temporary certificate.

**Attn: Airman Certification Branch
AFS-760
P.O. Box 25082
Oklahoma City, OK 73125-4940**

C. Deny a Certificate/Added Rating. When the applicant fails any required section of the oral or practical test or does not complete the test, accomplish the following:

(1) Complete the “FAA Inspector Report” portion of FAA Form 8610-2. Check the appropriate block.

(2) Send to Airman Certification Branch, AFS-760, Oklahoma City.

(3) Return the duplicate copy to the applicant as a record of the sections passed or failed.

(4) Return other documents to the applicant, as appropriate.

D. Retest After Failure.

(1) Conduct knowledge retests (FAA Order 8080.6).

(2) Conduct oral and practical retest.

(a) The oral and practical retests must cover all the subject areas in the failed section, as indicated on the application; however, applicants who apply for retest within 60 days of the failure and/or incomplete test to the same DME who gave the failure may, at the option of the DME, be examined in only the subject areas failed on the previous test.

(b) If the applicant fails again, complete FAA Form 8610-2 only for the sections included in the retest. AC Form 8080-2 or a valid Computer Airman Test Report (with raised embossed seal) from the Computer Test Center presented by an unsuccessful applicant for the oral/practical retest must be returned to the applicant with the second original of FAA Form 8610-2.

E. Investigate all indications or reports of falsification, fraudulent reproduction, or alteration of airman certification documents and applications.

9. FUTURE ACTIVITIES. Conduct routine surveillance.

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FIGURE 22-1. MILITARY OCCUPATIONAL SPECIALTY CODES

Following are the updated, new, and the older MOS codes for the U.S. Army, Air Force, Navy, Marine Corps, and Coast Guard. The new codes are used for active duty time after January, 1990. The older codes are still valid for persons wishing to credit their military aviation maintenance experience toward meeting the requirements of the FAA airframe and powerplant mechanic certificate.

U.S. ARMY CODES

| Updated MOS Codes | New MOS Codes | Title | Creditable Experience |
|------------------------------|--------------------------|--|----------------------------------|
| 67B 20 | | 0-1/U Airplane Repairman | Airframe |
| 67C 20 | | U-1 Airplane Repairman | Airframe |
| 67D 20 | | Single Engine Airplane Repairman | Airframe |
| 67E 40/50 | | Single Engine Airplane Maint. Chief | Airframe |
| 67G 10/20/30/40 | | Utility Aircraft Repairer | Airframe & Powerplant |
| 67H 10/20/30/40 | | Observation Aircraft Repairer | Airframe & Powerplant |
| 67J 20 | | Multi Engine Med. Transp. Airplane Mech. | Airframe |
| 67K 20 | | Multi Engine Airplane Repairman | Airframe |
| 67L 40/50 | | Multi Engine Airplane Mechanic Chief | Airframe |
| 67M 20 | | H-13/H-23 Helicopter Repairman | Airframe |
| 67N 10/20/30/40 | 15M 10/20/30 | Utility Helicopter Repairer | Airframe & Powerplant |
| 67P 20 | | CH-34 Helicopter Repairman | Airframe |
| 67Q 20 | | Single Eng., Single Rotor Hel. Repairman | Airframe |
| 67R 10/20/30/40 | 15R 10/20/30/40 | AH-64 Helicopter Repairer | Airframe & Powerplant |
| 67S 10/20/30/40 | 15S 10/20/30/40 | Scout Helicopter Repairer | Airframe & Powerplant |
| 67T 10/20/30/40 | 15T 10/20/30/40 | Tact/Transport Helicopter Repairer | Airframe & Powerplant |
| 67U 10/20/30/40 | 15U 10/20/30/40 | Medium Helicopter Repairer | Airframe & Powerplant |
| 67V 10/20/30/40 | | Observe/Scout Helicopter Repairer | Airframe & Powerplant |
| 67W | | Helicopter Repairman | Airframe |
| 67X 10/20/30/40 | | Heavy Lift Helicopter Repairer | Airframe & Powerplant |
| 67Y 10/20/30/40 | | AH-1 Helicopter Repairer | Airframe & Powerplant |
| 67Z 50 | 15Z 50 | Aircraft Maintenance Senior Sergeant | Airframe & Powerplant |
| 68B 10/20/30 | 15B 10/20/30/40 | Aircraft Powerplant Repairer | Powerplant |
| 68B 2Z1 | | Reciprocating Engine Repairman | Powerplant |
| 68C 20 | | Reciprocating Engine Repairman | Powerplant |
| 68D 10/20/30 | 15D 10/20/30/40 | Aircraft Powertrain Repairer | Powerplant |
| 68G 10/20/30 | 15G 10/20/30/40 | Aircraft Structural Repairer | Airframe |
| 68K 40 | 15K 10/20/30/40 | Aircraft Components Repair Supervisor | Airframe & Powerplant |
| | 151A | Aviation Maintenance Technician | Airframe & Powerplant |

**FIGURE 22-1.
U.S. AIR FORCE CODES**

| Current MOS Codes | 1992-MOS Codes | Prior to 1992 MOS Codes | Title | Creditable Experience |
|----------------------------------|---------------------------|--|--|----------------------------------|
| 2A333 | 45234 | 43131, 431X1 | Tactical Aircraft Maint. Apprentice | Airframe |
| 2A353 | 45254 | 43151, 431X1 | Tactical Aircraft Maint. Journeyman | Airframe & Powerplant |
| 2A373 | 45274 | 43171, 431X1 | Tactical Aircraft Maint. Craftsman | Airframe & Powerplant |
| 2A390 | 45299 | 43191, 43199, 431X1 | Tactical Aircraft Maint. Superintendent | Airframe & Powerplant |
| 2A531 | 45730, 45732 | 43111, 43113, 43131, 43132, 43133, 43152, 45333 | Aerospace Maintenance Apprentice | Airframe |
| 2A551 | 45750, 45752 | 43151, 43152, 43153, 45353 | Aerospace Maintenance Journeyman | Airframe & Powerplant |
| 2A571 | 45770, 45772 | 43171, 43172, 43173, 45373 | Aerospace Maintenance Craftsman | Airframe & Powerplant |
| 2A590 | 45799 | 43191, 43199 | Aerospace Maintenance Superintendent | Airframe & Powerplant |
| 2A532 | 45731 | 43110, 43130 | Helicopter Maint. Apprentice | Airframe |
| 2A552 | 45751 | 43150 | Helicopter Maint. Journeyman | Airframe & Powerplant |
| 2A572 | 45771 | 43170 | Helicopter Maint. Craftsman | Airframe & Powerplant |
| 2A590 | 45791 | 43190, 43199 | Helicopter Maint. Superintendent | Airframe & Powerplant |
| 2A631 | 45430 | 42612, 42632, 42644, 43132 | Aerospace Propulsion Apprentice | Powerplant |
| 2A651 | 45450 | 42613, 42633, 42652, 42653, 43152 | Aerospace Propulsion Journeyman | Powerplant |
| 2A671 | 45470 | 42672, 42673, 43172 | Aerospace Propulsion Craftsman | Powerplant |
| 2A690 | 45490 | 42692, 42693, 43192 | Aerospace Propulsion Superintendent | Powerplant |
| 2A635 | 45434 | 42334 | AC Pneudraulic System Maint. Apprentice | Airframe |
| 2A655 | 45454 | 42354, 45214 | AC Pneudraulic System Maint. Journeyman | Airframe |
| 2A675 | 45474 | 42374 | AC Pneudraulic System Maint. Craftsman | Airframe |
| 2A690 | 45494 | 42396 | AC Pneudraulic System Maint. Superintendent | Airframe |

FIGURE 22-1.

U.S. AIR FORCE CODES (Continued)

| | | | | |
|-------|------------------------|------------------------|--|----------|
| 2A636 | 45235, 45435, 45436 | 42330, 42331 | AC Electrical & Environmental System Apprentice | Airframe |
| 2A656 | 45255, 45455, 45456 | 42350, 42351 | AC Electrical & Environmental System Journeyman | Airframe |
| 2A676 | 45275, 45475, 45476 | 42370, 42371 | AC Electrical & Environmental System Craftsman | Airframe |
| 2A690 | 45295, 45495, 45496 | 42390 | AC Electrical & Environmental System Superintendent | Airframe |
| | | | | |
| 2A733 | 45832 | 42731, 42735 | Aircraft Structural Maint. Apprentice | Airframe |
| 2A753 | 45852 | 42715, 42751, 42755 | Aircraft Structural Maint. Journeyman | Airframe |
| 2A773 | 45872 | 42771, 42775 | Aircraft Structural Maint. Craftsman | Airframe |
| 2A793 | 45899 | 42799 | Aircraft Structural Maint. Superintendent | Airframe |

U.S. COAST GUARD CODES

| Old MOS Codes | New MOS Codes | Title | Creditable Experience |
|---------------------|---------------------|---------------------------------|--------------------------|
| AD | | Aviation Machinist Mate | Airframe & Powerplant |
| AD-02 | | Turboshaft Engines | Powerplant |
| AE | | Aviation Electrician | Airframe |
| AM | | Aviation Structural Mechanic | Airframe & Powerplant |
| AM-01 | | Structures | Airframe |
| AMT | | Aviation Maintenance Technician | Airframe & Powerplant |

U.S. NAVY CODES

| Current MOS Codes | Title | Creditable Experience |
|-------------------------|--------------------------------------|--------------------------|
| 6402 | Reciprocating Engine Technician | Powerplant |
| 6409 | J-57 Turbojet Engine Mechanic | Powerplant |
| 6410 | F-110 Turbofan Jet Engine Technician | Powerplant |
| 6414 | TF-41 Turbofan Jet Engine Technician | Powerplant |
| 6415 | TF-30 Turbofan Jet Engine Mechanic | Powerplant |

FIGURE 22-1.
U.S. NAVY CODES (Continued)

| Current MOS Codes | Title | Creditable Experience |
|----------------------------------|---|----------------------------------|
| 6416 | J-52 Turbojet Engine Mechanic | Powerplant |
| AD-6417 | T-400 Turboshift Jet Engine Mechanic | Powerplant |
| AD-6418 | T-56 Turboprop Engine Mechanic | Powerplant |
| AD-6419 | T-58 Turboshift Jet Engine Mechanic | Powerplant |
| AD-6420 | T-404 Turbofan Jet Engine Mechanic | Powerplant |
| AD-6421 | TF-34 Turbofan Jet Engine Mechanic | Powerplant |
| AD-6422 | Test Cell Operator Maintainer | Powerplant |
| AD-6423 | T-56-425/426 Turboprop Engine and Propeller Mechanic | Powerplant |
| AD-6424 | T-64 Turboshift Jet Engine Mechanic | Powerplant |
| AD-6425 | F414-GE-400 Turbofan Jet Engine Mechanic | Powerplant |
| AD-6426 | T-700 Turboshift Jet Engine Mechanic | Powerplant |
| AD-6427 | J-85 Turboshift Engine Mechanic | Powerplant |
| AD-6428 | J-85 Turboshift Engine Mechanic | Powerplant |
| | | |
| AM-7232 | Structural Repair Technician | Airframe |
| | | |

NOTE: The following NECs may qualify for both an A and/or P. FSDOs will need to evaluate individuals to determine appropriate rating:

| | | |
|-------------|------------------------------|--------------------------------------|
| 8235 | E-6 Flight Engineer | Airframe &/or Power-plant |
| 8245 | C-20 Crew Chief | Airframe &/or Power-plant |
| 8250 | C-9 Crew Chief | Airframe &/or Power-plant |
| 8251 | P-3 Flight Engineer | Airframe &/or Power-plant |
| 8252 | C-130 Flight Engineer | Airframe &/or Power-plant |

FIGURE 22-1.
U.S. NAVY CODES (Continued)

| Current MOS Codes | Title | Creditable Experience |
|---|---|----------------------------------|
| NOTE: The following NECs are aircraft specific and are awarded to individuals advancing from the AD (powerplant), AM (structures), AE (electronics), or AT (avionics). The only individuals that should be given consideration for an A and/or P rating are ones who have held an AM or AD rating. Therefore, the FSDO needs to determine individuals' background to ascertain if they have held an AM or AD rating. If so, then the FSDO can determine, through the interview process, on whether the individual meets the qualifications for an A and/or P rating: | | |
| 8303 | CH/MH-53E Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8305 | C2/E2 Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8306 | E-2C Group II Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8307 | C-2A Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8310 | C-9B Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8313 | C-40A Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8314 | C-20G Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8318 | C-130 Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8319 | P-3 Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8332 | EA-6B Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8335 | F-14B/D Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8341 | F/A-18E/F Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8342 | F/A-18 Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8343 | E-6A Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8345 | F-14 Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8346 | S-3A Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8351 | A-4 Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8370 | SH-2G Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8375 | H-2 Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8378 | H-60 Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8379 | H-46 Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8380 | UH-1N Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8388 (AE Only) | SH-60R Electronic Systems Organizational Maint. Tech. | Airframe |
| 8389 (AE Only) | CH-60S Electronic Systems Organizational Maint. Tech. | Airframe |
| 8392 | C-20D Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8805 | C2/E2 Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8806 | E-2C Group II Systems Organizational Maint. Tech. | Airframe or Powerplant |

FIGURE 22-1.
U.S. NAVY CODES (Continued)

| Current MOS Codes | Title | Creditable Experience |
|----------------------------------|--|----------------------------------|
| 8807 (AE Only) | SH-60R Electronic Systems Organizational Maint. Tech. | Airframe |
| 8808 (AE Only) | CH-60S Electronic Systems Organizational Maint. Tech. | Airframe |
| 8819 | P-3 Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8832 | EA-6B Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8835 (AD Only) | F-14B/D Systems Organizational Maint. Tech. | Powerplant |
| 8841 | F/A-18E/F Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8842 | F/A-18 Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8843 | E-6A Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8845 | F-14 Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8847 | S-3 Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8877 | H-3 Systems Organizational Maint. Tech. | Airframe or Powerplant |
| 8878 | H-60 Systems Organizational Maint. Tech. | Airframe or Powerplant |

U.S. NAVY CODES--OLD MOS CODES

| Old MOS Codes | Title | Creditable Experience |
|------------------------------|-------------------------------------|----------------------------------|
| AD | Aviation Machinist Mate | Powerplant |
| ADJ | Aviation Machinist Mate | Powerplant |
| ADR | Aviation Machinist Mate | Powerplant |
| AM | Aviation Structural Mechanic | Airframe |
| AME | Aviation Structural Mechanic | Airframe |
| AMH | Aviation Structural Mechanic | Airframe |
| AMS | Aviation Structural Mechanic | Airframe |

**FIGURE 22-1.
U.S. MARINE CORPS CODES**

| Updated MOS Codes | New MOS Codes | Title | Creditable Experience |
|----------------------------------|------------------------------|---|----------------------------------|
| 6012 | | Aircraft Mechanic | Airframe |
| 6013 | 6213 | Aircraft Mechanic | Airframe |
| 6014 | | Aircraft Mechanic | Airframe |
| 6015 | 6212 | Aircraft Mechanic | Airframe |
| 6016 | 6216 | Aircraft Mechanic | Airframe |
| 6017 | 6217 | Aircraft Mechanic | Airframe |
| 6018 | | Aircraft Mechanic | Airframe |
| 6019 | | Aircraft Maintenance Chief | Airframe & Powerplant |
| 6022 | 6223 | Aircraft Powerplant Mechanic J-52 | Powerplant |
| 6024 | | Aircraft Powerplant Mechanic T-76 | Powerplant |
| 6025 | 6222 | Aircraft Powerplant Mechanic Rolls Royce Pegasus | Powerplant |
| 6026 | 6226 | Aircraft Powerplant Mechanic T-56 | Powerplant |
| 6027 | 6227 | Aircraft Powerplant Mechanic F-404 | Powerplant |
| 6028 | | Aircraft Powerplant Mechanic | Powerplant |
| 6029 | | Aircraft Powerplant Mechanic | Powerplant |
| 6042 | | Aircraft Structures Mechanic | Airframe |
| 6053 | 6253 | Aircraft Structures Mechanic | Airframe |
| 6055 | 6252 | Aircraft Structures Mechanic | Airframe |
| 6056 | 6256 | Aircraft Structures Mechanic | Airframe |
| 6057 | 6257 | Aircraft Structures Mechanic | Airframe |
| 6059 | 6019 | Aircraft Airframe Maintenance Chief | Airframe |
| 6092 | | Aircraft Structures Mechanic | Airframe |
| 6093 | | Aircraft Structures Mechanic | Airframe |
| 6094 | | Aircraft Structures Mechanic | Airframe |
| 6095 | | Aircraft Structures Mechanic | Airframe |
| 6096 | | Aircraft Structures Mechanic | Airframe |
| 6097 | | Aircraft Structures Mechanic | Airframe |
| 6098 | | Aircraft Structures Mechanic | Airframe |
| 6112 | | Helicopter Mechanic | Airframe |
| 6113 | | Helicopter Mechanic | Airframe |
| 6114 | | Helicopter Mechanic | Airframe |

**FIGURE 22-1.
U.S. MARINE CORPS CODES (Continued)**

| Updated MOS Codes | New MOS Codes | Title | Creditable Experience |
|----------------------------------|------------------------------|---|------------------------------|
| 6119 | 6019 | Helicopter Maintenance Chief | Airframe & Powerplant |
| 6122 | | Helicopter Powerplant Mechanic T-58 | Powerplant |
| 6123 | | Helicopter Powerplant Mechanic T-58 | Powerplant |
| 6125 | | Helicopter Powerplant Mechanic | Powerplant |
| 6142 | | Helicopter Structures Mechanic | Airframe |
| 6143 | | Helicopter Structures Mechanic | Airframe |
| 6144 | | Helicopter Structures Mechanic | Airframe |
| 6152A | | Aircraft Structures Mechanic | Airframe |
| 6153A | | Aircraft Structures Mechanic | Airframe |
| 6154A | | Aircraft Structures Mechanic | Airframe |
| 6155A | 6156 | Aircraft Structures Mechanic | Airframe |
| 6172 | | Helicopter Crew Chief CH-46 | Airframe & Powerplant |
| 6173 | | Helicopter Crew Chief CH-53 | Airframe & Powerplant |
| 6174 | | Helicopter Crew Chief H-1/AH-1 | Airframe & Powerplant |
| 6175 | | Tilt Rotor Crew Chief V-22 | Airframe & Powerplant |
| | 6116 | Tilt Rotor Mechanic | Airframe |
| | 6124 | Helicopter Powerplant Mech T-400/T-700 | Powerplant |
| | 6178 | Presidential Helicopter Crew Chief VH-60N | Airframe & Powerplant |
| | 6179 | Presidential Helicopter Crew Chief VH-3D | Airframe & Powerplant |






FIGURE 22-2. FAA CERTIFICATION PERFORMANCE OF JOB TASKS

| <u>FAA CERTIFICATION PERFORMANCE OF JOB TASKS</u> | | | |
|---|--------------------|--------------------------------|-------------|
| Applicant's Last Name: | First Name: | MI: | SSN: |
| | | | |
| Military Job Classification: | | | |
| | | | |
| Military Job Classification Description: | | | |
| | | | |
| <p>This document is not complete and cannot be presented to the FAA Flight Standards District Office (FSDO) to gain authorization for testing without the official CG-G-EAE-4 Form, <i>Certificate of Eligibility</i>, displaying the certifying agency's signature and raised embossed seal.</p> | | | |
| <p>Authorized Final Approving Authorities:</p> <ul style="list-style-type: none"> Army: Production Control Officer Air Force: Aircraft Maintenance Officer (O-3 or above) Navy: Maintenance Officer Coast Guard: Engineering Officer Marine Corps: Aircraft Maintenance Officer | | | |
| <p>I certify that _____ has successfully satisfied the established FAA practical experience requirements for the (Circle one) Airframe, Powerplant, or Airframe and Powerplant Certificates required by 14 CFR Part 65.77, including a total of _____ months of combined practical experience while performing the duties within the career field of aviation maintenance. (See above for authorized final approving authorities)</p> | | | |
| Approving Authority Signature _____ Unit _____ | | Print Name _____ Date _____ | |
| CG-G-EAE-2 (09/02) | | 1 | |

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FIGURE 22-3. CERTIFICATE OF ELIGIBILITY

Certificate of Eligibility

This document certifies that

Technical Sergeant John Doe 050-05-0505

has met the prescribed experience requirements of Federal Aviation Regulation Part 65.77, Certification: Airmen Other Than Flight Crew Members, Subpart D - Mechanics, and is recommended for authorization to be tested for:

FAA Airframe and Powerplant Mechanic

certification. In accordance with FAA Policy and prescribed by the Joint Services Aviation Maintenance Technician Council, this certificate was duly signed and validated on March 15, 2001

Estel Breeding, Jr., MSgt, USAF
Chief, Aviation Technical Degree Programs
Community College of the Air Force
Maxwell AFB, AL 36112-6613

Signature

Date

Authorizing Official, Rank, Branch of Service
Duty Title, Duty Location

CG-G-EAE-4 (09/02)